

COMPLETE THIS FORM IN ITS ENTIRETY, EVEN IF THE RESPONSE IS "NOT APPLICABLE".

1. REQUIRING ACTIVITY.

Commander, NAVSUP Global Logistics Support Code 40 _____

937 N. Harbor Dr Building 1 _____

San Diego, Ca. 93132 _____

2. DESCRIPTION OF CONTRACT ACTION.

- a. State if procurement is:
- (1) Urgent Competitive (not sole source)
 - (2) Non-Urgent Sole Source
 - (3) Urgent Sole Source

Note: Dealer competition (different dealers offering the product of the *same manufacturer*) is sole source.

- b. For urgent, non-sole source requirements, provide the name, address, and phone/fax numbers of all known providers of the required product, preferably a minimum of three manufacturers. (Although the contracting office maintains a list of sources, it is best to provide sources you know can provide what is needed so that valuable time is not wasted in soliciting and evaluating offers from companies who cannot meet your needs.)
- c. For sole source requests, provide the contractor name, point of contact, address and phone/fax numbers. If a sole source manufacturer distributes via dealers, provide dealer information here.

Replies:

- a. Procurement is Urgent Sole Source.
- b. Not applicable.
- c. Technical: Contractor: Booz Allen Hamilton
POC: Robert Floyd
Address: 20 M Street, SE
Washington, DC 20003
Ph: 202-203-3714
Fax: 202-203-3779

Administrative: Contractor: Booz Allen Hamilton
POC: Carolyn Schmidt
Address: 575 Herndon Parkway
Herndon, VA 20170
Ph: 703-377-7923
Fax: 703-902-3535

- 3. DESCRIPTION OF SUPPLIES/SERVICES, ESTIMATED DOLLAR VALUE AND DELIVERY REQUIREMENTS.** Give a short description of the item or service required, the estimated cost, and required delivery date. (Sole source and urgency information is not needed here). **Note:** include a list of ships and/or shore activities and required delivery dates for each. The estimated dollar value should be identified by fiscal year and appropriation

Develop for NAVSUP GLS, an Integrated Logistics Support (ILS) Supervisors of Shipbuilding, Conversion, and Repair (SUPSHIP), SUPSHIP Workload Forecasting Tool (SWFT), providing a resource modeling strategy based on the attributes of the existing NAVSEA SWFT model in support of New Construction ILS workload planning, budget and execution (PPBE) process. Support to the NGLS and NFLC senior leadership will include coordination, information gathering, analysis and identification of manpower requirements based on shipbuilding workload, in support of budget submissions. Estimated cost: \$164,500.00 using FY11 funds provided by NAVSUP GLS. The ILS SWFT product will benefit GLS and the two (2) regional FLC's involved in Navy New Construction shipbuilding. Product development is required to start in FY11 to enable GLS familiarization by performing test runs, manpower output analysis and ILS SWFT modifications to be performed prior to July 2012 to support PPBE submission for new construction ILS requirements.

4. EXPLANATION OF URGENT AND/OR SOLE SOURCE CIRCUMSTANCES.**Keep in mind:**

- Lack of planning does not support urgency.
- Expiring funds/late release of funds does not support urgency
- Only the government's immediate minimum quantity requirement can be purchased under urgency.

a. For Urgent Non-Sole Source Requirements:

- (1) Provide a time line from when the need was identified. If a late identified item, explain why.
- (2) Identify manufacturing lead time.
- (3) Explain why the item is needed and what will happen if it's not received by the Required Delivery Date (RDD). Describe impact on overhaul/availability schedules, impact to base support, personnel safety issues, potential environmental damages, etc., and include the dollar value associated with late delivery.

b. For Non-Urgent Sole Source Requirements:

- (1) Explain the unique features/function of the item and why only one manufacturer can provide it. Discuss why a similar product from another manufacturer will not work.
- (2) If the item can only be obtained from the OEM (Original Equipment Manufacturer), discuss the proprietary (i.e. owned by the company, not for public release) design/drawing/specification requirements. Include a statement from the OEM that the proprietary information will not be released to the government.
- (3) If there is a higher order requirement mandating a particular manufacturer (i.e. NAVSEA drawing or IRPOD), cite the requirement and who approved or required its usage.
- (4) For component repair or replacement parts, explain any compatibility requirements, including a description of the existing equipment and the interface requirements.

c. For Urgent Sole Source Requirements:

- (1) Provide both the Urgency and Sole Source information requested above.

Replies:

- a. (1) Not applicable
- (2) Not applicable.
- (3) Not applicable
- b. (1) NAVSEA 04 (SEA 04), the Maintenance, Logistics and Industrial Operations Directorate, is the recognized leader and technical/program authority for all new ship construction, maintenance, modernization and associated environmental and safety policies and programs. To facilitate this focus for shipbuilding and nuclear repair, NAVSEA provides management, coordination and oversight for the Supervisors of Shipbuilding, Conversion, and Repair (SUPSHIPS) via SEA04Z (Plans, Programs, and Resources Division), the SUPSHIP Management Group. The SUPSHIPS are the government entities responsible for the administration and management of the execution of Department of Defense (DoD) shipbuilding and repair contracts awarded to commercial shipbuilders at various geographical locations. SEA 04Z1 provides the necessary program management support to these SUPSHIPS, serving as the liaison to their resource sponsor. The primary responsibilities of SEA 04Z1 are to generate the POM/PR budget submissions and to monitor and control the budget in execution for the SUPSHIP Commands.

The basis for the POM/PR budget submission is provided by the SUPSHIP Workforce Forecasting Tool & Pricing Model (SWFT). The model uses the 30 year shipbuilding plan and resource profiles as the two primary inputs for the manpower projections. The shipbuilding plan is tied to the profiles to provide schedule driven manpower projections throughout the Future Year Defense Plan (FYDP). The profiles capture the various elements of shipbuilding that can alter the associated manpower requirements, such as the type of ship, the phase of construction or repair, and in the case of repair availabilities, the type of availability undertaken. These profiles are updated annually at the SWFT Conference.

In years past, the Integrated Logistics Support (ILS) function was tracked in SWFT in the same manner as the other functions (e.g., Contracts, Quality Assurance) as it was part of the SUPSHIP mission. That function has since been realigned with the NAVSUP Fleet Logistic Centers (NFLC) under NAVSUP Global Logistics (NGLS) and is therefore no longer included in the model. It has been determined to be dually beneficial for both the SUPSHIP Commands and NGLS ILS elements to develop workload projections based on the same shipbuilding schedules in order to help determine, analyze, and justify the appropriate level of ILS support required for the NFLC's who provide the logistics support to the SUPSHIPS.

To efficiently have a validated, verified, and approved model to project resource requirements in support of the NFLC workforce supporting the SUPSHIPS, NGLS requires technical support to develop a strategy to incorporate New Construction ILS requirements into the SEA 04Z1 SWFT model. The components of SWFT consist of the following:

1. **Shipbuilding / Repair schedules:** For each ship in the FYDP, the schedules include the phases of construction and repair, and are updated by SEA04Z1 on an annual basis in preparation for the POM.
2. **Develop Workload Profiles:** Resource profiles are used to tie manpower resources by functional area to the phases in the shipbuilding / repair schedules in terms of Full Time Equivalents (FTE).
3. **Determine Flagpole Requirements:** In addition to the ship-specific FTE requirements, there are also basic command requirements which include positions such as the Division Director or Deputy Director.
4. **Project Associated Costs:** Based on the FTE generated, the SUPSHIP funding requirements are calculated. Given the different cost basis between NAVSUP and NAVSEA, calculating funding required for projected ILS FTE will not be priced in the SWFT pricing model and is not within the scope of this effort. NGLC will estimate the associated resource costs for ILS FTE calculated as a result of this effort.

SEA 04Z1 maintains the shipbuilding and repair schedules in SWFT. These schedules are not readily available and held in strictest confidence while being reviewed, refined and approved by senior Navy organizations. The effort will develop baseline ILS resource profiles and provide them to SEA 04Z1 for incorporation into the NAVSEA version of SWFT in order to produce the ILS manpower projections across the FYDP.

More specifically, the initial effort will include:

- Definition of ship profile phases for the ILS community for incorporation into SWFT
- Creation of baseline ILS Resource Profiles for each ship class supported by ILS, dictating the FTE associated with each phase of construction, to be incorporated into SWFT
- Creation of baseline Core and Command Support ILS manpower requirements to be incorporated into SWFT
- Refinement of FTE projections based on the current shipbuilding and repair schedules in SWFT

The following support should be expected in order to remain up-to-date within the SWFT model after the initial effort:

Profile Updates: Working with the ILS representatives to update the profiles in order to reflect any changes in the level of support provided to ship construction programs and repair availabilities.

Run deliveries: Providing the NGLS ILS representatives the projection data associated with each executed run of the model in a given POM cycle. The number of runs per POM cycle can vary greatly as it is driven by potential and actual changes to the Navy's 30 Year Shipbuilding Plan.

b. (2) Not applicable

b. (3) Given how closely the ILS resource requirements at the SUPSHIPS are tied to the same workforce drivers as the SUPSHIPS resource requirements, the most viable and cost-effective solution to projecting the ILS resource requirement is to integrate this effort with the model already in use by the SUPSHIPS. SWFT is a validated and fully accredited resource projection tool recognized by OPNAV N81. In order to maintain the integrity of the model, the addition of the ILS resource requirements must adhere to all existing parameters and processes which govern SWFT. Given their history with SWFT, including participating in the development of key functions and algorithms used in the model, BAH is the only contractor with the knowledge and skill set readily available to perform this task.

b.(4) Not applicable

c. (1) ILS SWFT version development has only recently been negotiated with NAVSEA 04Z as an option for GLS use in projecting FTE resource requirements. Funding requirements to develop the ILS SWFT version has also only recently been projected and made available by GLS. Product development urgency is to enable ILS SWFT familiarization to perform test runs, manpower output analysis and ILS SWFT modifications to be performed by GLS prior to April 2012 to support PPBE submission for new construction ILS requirements. It is projected that development will require a 6mo + timeline established by the contractor who currently supports the NAVSEA SWFT effort. [Booz-Allen-Hamilton (BAH) is the contractor who developed and maintains the application for NAVSEA 04Z. BAH has the detailed knowledge of the application operations to commence the effort with zero up front start up familiarization or shipbuilding profile understanding. As sole source of this requirement, BAH will guarantee development of the ILS SWFT version to support GLS's PPBT time line submission. Additionally, BAH will guarantee ILS SWFT's ability to dovetail into NAVSEA's existing efforts. NAVSEA has awarded a contract to BAH for FY11 and FY12 for ongoing SWFT maintenance and operation, It is expected that negotiations between NAVSEA04Z and GLS will allow future ILS SWFT enhancements or

maintenance be part of the NAVSEA contract that GLS will provide funding for if needed.

Since BAH, having assisted in the original development of this model, is the only contractor with hands on experience and knowledge of its methodology and algorithms, they are the only source that can develop and test the resource profiles for NGLS and ensure seamless integration with the existing model. Per NAVSEA 04Z and their existing SWFT effort, no others can gain access to the type of information in the model to develop ILS SWFT. SEA04Z owns the model and would not give authority for other vendors to use outside their purview.

Awarding to the same contractor who developed the model is more practical, economically sound, and in the best interest of the government. In summary, BAH has the expertise with the model and it would take another contractor longer than the lead time to obtain the knowledge.

5. **MARKET SURVEY.** A market survey is simply finding out which companies can provide what you're looking for, whether by searching for sources over the internet, reviewing product literature, or contacting sources over the phone.
- Describe any market survey conducted. Include companies contacted and the information they provided that confirmed the urgent/sole source requirement.
 - If sole source is based on proprietary data, a statement to that effect is all that is required in response to this block.
 - No market surveys were conducted beyond knowing that NAVSEA has SWFT fully operational through BAH and introduction of another company would jeopardize timely development of the ILS SWFT capability.
 - Not applicable _____
6. **ADDITIONAL FACTS.** This applies primarily to sole source requirements, but any additional information supporting urgency not previously addressed elsewhere in the document can be included in this section.
- State the cost to the government to develop competitive specifications for the proprietary item. Include estimated labor categories and estimated labor hours spent in reverse engineering and time spent in generating and approving the drawings and/or specifications.
 - If it is impossible for the government to develop competition specifications, state that and indicate why.
 - Not applicable. _____
 - NAVSEA 04Z has indicated that it is not possible to develop competitive specifications for the operation of SWFT. _____
7. **FUTURE COMPETITION.** Provide information on the steps you are taking to insure that the next time you need the item, it will not be an urgent or sole source procurement. Development of ILS SWFT and the related profiles is a one time initiative. Ongoing maintenance of SWFT and the profiles will be incorporated into and part of the NAVSEA effort likely requiring only a minimal fee from NGLS _____
8. **INFORMATION TECHNOLOGY (IT) APPROVALS.** This only applies to procurements for IT equipment (i.e. computers, printers, modems, etc.) The contract specialist will assist in identifying the documentation requirements. Not applicable. _____

9. **DOCUMENTATION OF REVIEW OF SPECIFICATIONS FOR SPARE AND REPAIR PARTS.** If the procurement is for spare or repair parts, include a statement that the specifications have been reviewed and meet the minimum functional requirements of the government.

Not applicable.

CERTIFICATIONS AND APPROVAL

TECHNICAL/REQUIREMENTS CERTIFICATION

I certify that the facts and representations under my cognizance which are included in this Justification and its supporting acquisition planning documents, except as noted herein, are complete and accurate to the best of my knowledge and belief.

Technical Cognizance:

 Julie Hunter CDR, SC, USN 23 AUG
Signature Name (Printed) Phone No. Date

Requirements Cognizance:

 Julie Hunter CDR, SC, USN 23 AUG
Signature Name (Printed) Phone No. Date

LEGAL SUFFICIENCY REVIEW

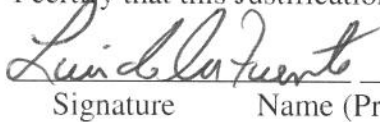
I have determined this Justification is legally sufficient.

Signature Name (Printed) Phone No. Date

CONTRACTING OFFICER CERTIFICATION

(\$100K - \$550K)

I certify that this Justification is accurate and complete to the best of my knowledge and belief.

 Luis De La Fuente 619-532-2889, 8/26/11
Signature Name (Printed) Phone No. Date

CONTRACTING ACTIVITY COMPETITION ADVOCATE APPROVAL (\$550K - \$11.5M)

Signature Name (Printed) Phone No.